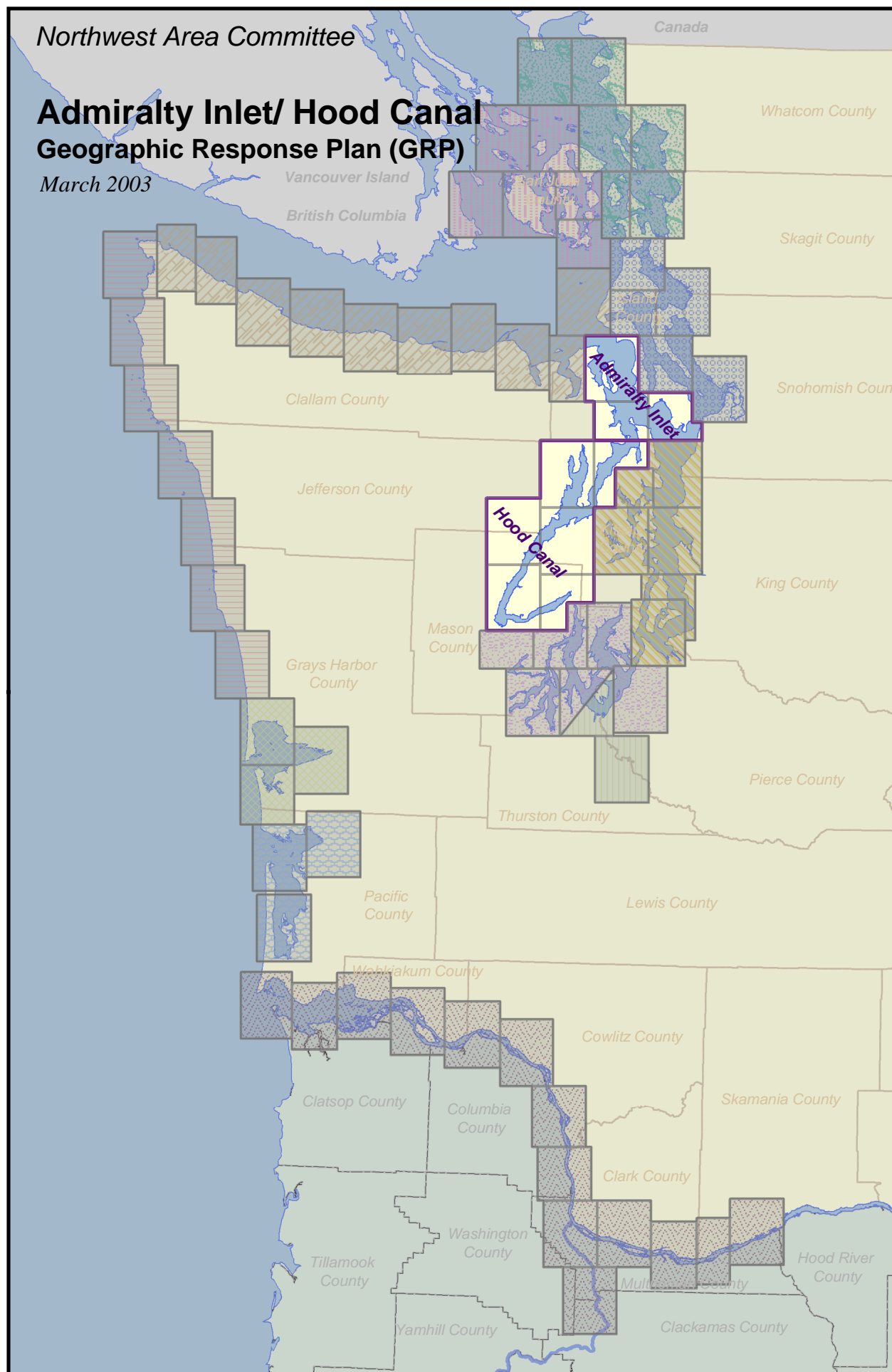


Northwest Area Committee

Admiralty Inlet/ Hood Canal Geographic Response Plan (GRP)

March 2003



SPILL RESPONSE CONTACT SHEET

Required Notifications For Hazardous Substance or Oil Spills

USCG National Response Center.....	(800) 424-8802
In Oregon:	
Department of Emergency Management	(800) 452-0311
In Washington:	
Emergency Management Division.....	(800) 258-5990
Department of Ecology Northwest Regional Office.....	(425) 649-7000
Department of Ecology Southwest Regional Office.....	(360) 407-6300

U.S. Coast Guard

National Response Center	(800) 424-8802
Marine Safety Office Puget Sound:	
Watchstander	(206) 217-6232
Safety Office	(206) 217-6232
Marine Safety Office Portland:	
Watchstander	(503) 240-9301
Safety Office	(503) 240-9379
Pacific Strike Team	(415) 883-3311
District 13:	
MEP/drat	(206) 220-7210
Command Center	(206) 220-7001
Public Affairs	(206) 220-7237
Vessel Traffic Service (VTS)	(206) 217-6050

Environmental Protection Agency (EPA)

Region 10 Spill Response	(206) 553-1263
Washington Ops Office	(360) 753-9083
Oregon Ops Office	(503) 326-3250
Idaho Ops Office	(208) 334-1450
RCRA/ CERCLA Hotline	(800) 424-9346
Public Affairs	(206) 553-1203

National Oceanic Atmosphere Administration

Scientific Support Coordination	(206) 526-6829
Weather	(206) 526-6087

Canadian

Marine Emergency Ops/Vessel Traffic	(604) 666-6011
Environmental Protection	(604) 666-6100
B.C. Environment	(604) 356-7721

Department of Interior

Environmental Affairs	(503) 231-6157
	(503) 621-3682

U.S. Navy

Naval Shipyard	(360) 476-3466
Naval Base Seattle	(360) 315-5440
Supervisor of Salvage	(202) 695-0231

Army Corps of Engineers

Hazards to Navigation	(206) 764-3400
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Port Gamble S'Klallam Tribe

Tribal Office	(360) 297-2646
After Hours Emergencies	(360) 297-6333

Skokomish Tribe

Tribal Office	(360) 426-4232
After Hours Emergencies	(360) 426-4232

Federal O.S.R.O./

State Approved Response Contractors

All Out Indust. & Env. Services	(360) 414-8655
Certified Cleaning Services, Inc.	(253) 536-5500
Clean Sound Cooperative, Inc.	(425) 783-0908
Cowlitz Clean Sweep, Inc.	(360) 423-6316
FOSS Environmental	(800) 337-7455
Global Diving and Salvage	(206) 623-0621
Guardian Industrial Services, Inc.	(253) 536-0455
Island Oil Spill Association	(360) 378-5322
Matrix Service, Inc.	(360) 676-4905
MSRC	(425) 252-1300
National Response Corporation	(206) 340-2772

Washington State

Department of Ecology Headquarters	(360) 407-6900
Southwest Region	(360) 407-6300
Northwest Region	(425) 649-7000
Central Region	(509) 575-2490
Eastern Region	(509) 456-2926

Department of Fish and Wildlife	(360) 534-8233
---------------------------------	-----------------------

Emergency Management Division	(360) 438-8639
	(800) 258-5990

State Patrol

Bellevue	(425) 455-7700
Tacoma	(253) 536-6210
Bremerton	(360) 478-4646

Oregon State

Department of Environmental Quality	(503) 229-5733
-------------------------------------	-----------------------

Emergency Management	(503) 378-6377
	(800) 452-0311

HOW TO USE THIS GEOGRAPHIC RESPONSE PLAN

Purpose of Geographic Response Plan (GRP)

This plan prioritizes resources to be protected and allows for immediate and proper action. By using this plan, the first responders to a spill can avoid the initial confusion that generally accompanies any spill.

Geographic Response Plans are used during the emergent phase of a spill which lasts from the time a spill occurs until the Unified Command is operating and/or the spill has been contained and cleaned up. Generally this lasts no more than 24 hours. The GRPs constitute the federal on-scene coordinators' and state on-scene coordinators' (Incident Commanders) "orders" during the emergent phase of the spill. During the project phase, the GRP will continue to be used, and the planned operation for the day will be found in the Incident Action Plan's Assignment List (ICS Form 204). The Assignment List is prepared in the Planning Section with input from natural resource trustees, the Incident Objectives (ICS Form 202), Operations Planning Worksheet (ICS Form 215), and Operations Section Chief.

Strategy Selection

Chapter 4 contains complete strategy descriptions in matrix form, response priorities, and strategy maps. The strategies depicted in Chapter 4 should be implemented as soon as possible, following the priority table in Section 2 with the "Potential Spill Origin" closest to the actual spill origin. These strategy deployment priorities may be modified by the Incident Commander(s) after reviewing on scene information, including: tides, currents, weather conditions, oil type, initial trajectories, etc.

It is assumed that control and containment at the source is the number one priority of any response. If, in the responder's best judgment, this type of response is infeasible then the priorities laid out in Chapter 4, Section 2 take precedence over containment and control.

It is important to note that strategies rely on the spill trajectory. A booming strategy listed as a high priority would not necessarily be implemented if the spill trajectory and booming location did not warrant action in that area. However, the priority tables should be followed until spill trajectory information becomes available, and modifications to the priority tables must be approved by the Incident Commander(s).

The strategies discussed in this GRP have been designed for use with persistent oils and may not be suitable for other petroleum or hazardous substance products. For hazardous substance spills, refer to the Northwest Area Contingency Plan, Chapter 7000.

Standardized Response Language

In order to avoid confusion in response terminology, this GRP uses standard National Interagency Incident Management System, Incident Command System (NIIMS, ICS) terminology and strategy names, which are defined in Appendix A, Table A-1 (e.g. diversion, containment, exclusion).

Admiralty Inlet / Hood Canal *Geographic Response Plan*

Record of Changes

[illegible]

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Admiralty Inlet / Hood Canal, Washington

GEOGRAPHIC RESPONSE PLAN

1. INTRODUCTION: SCOPE OF THIS PROJECT

Geographic Response Plans are intended to help the first responders to a spill avoid the initial confusion that generally accompanies any spill. This document serves as the federal and state on-scene-coordinators “orders” during a spill in the area covered by this GRP (see Chapter 3 for area covered). As such, it has been approved by the U.S. Coast Guard Marine Safety Office and the Washington State Department of Ecology Spills Program. Changes to this document are expected as more testing is conducted through drills, site visits, and actual use in spill situations. To submit comments, corrections, or suggestions please refer to Appendix C.

GRPs have been developed for the marine and inland waters of Washington, Oregon, and Idaho. They are prepared through the efforts and cooperation of the Washington Department of Ecology, Washington Department of Fish and Wildlife, Oregon Department of Environmental Quality, Idaho State Emergency Response Commission, the U.S. Coast Guard, the Environmental Protection Agency, tribes, other state and federal agencies, response organizations, and local emergency responders.

GRPs were developed through workshops involving federal, state, and local oil spill emergency response experts, response contractors, and representatives from tribes, industry, ports, environmental organizations, and pilots. Workshop participants identified resources which require protection, developed operational strategies, and pinpointed logistical support. A similar process has been used for major updates.

Following the workshops, the data gathered was processed and reproduced in the form of maps and matrices which appear in Chapters 4 through 6. The maps in Chapters 5 and 6 were generated using Canvas. Maps for Chapter 4 were generated using ArcView GIS. The matrices were created using MS Excel, and the balance of each GRP was produced using MS Word.

The first goal of a GRP was to identify, with the assistance of the Washington State Natural Resource Damage Assessment Team, resources needing protection; response resources (boom, boat ramps, vessels, etc.) needed, site access and staging, tribal and local response community contacts, and local conditions (e.g. physical features, hydrology, currents and tides, winds and climate) that may affect response strategies. Note that GRPs only address protection of sensitive **public** resources. It is the responsibility of private resource owners and/or potentially liable parties to address protection of private resources (such as commercial marinas, private water intakes, and non-release aquaculture facilities).

Secondly, response strategies were developed based on the sensitive resources noted, hydrology, and climatic considerations. Individual response strategies identify the amount of boom necessary for implementation. The response strategies are then applied to Potential Spill Origins and trajectory modeling, and prioritized, taking into account factors such as resource sensitivity, feasibility, wind, and tidal conditions.

Draft strategy maps and matrices were sent out for review and consideration of strategy viability. Field verification was conducted for some strategies, and changes proposed by the participants were included in a semi-final draft, which was offered for final review to all interested parties and the participants of the field verification.

Finally, the general text of the GRP was compiled along with the site description, reference maps, and logistical support.

Items included in Logistical Support:

- Location of operations center for the central response organization;
- Local equipment and trained personnel;
- Local facilities and services and appropriate contacts for each;
- Site access & contacts;
- Staging areas;
- Helicopter and air support;
- Local experts;
- Volunteer organizations;
- Potential wildlife rehabilitation centers;
- Marinas, docks, piers, and boat ramps;
- Potential interim storage locations, permitting process;
- Damaged vessel safehavens;
- Vessel repairs & cleaning;
- Response times for bringing equipment in from other areas.

2. SITE DESCRIPTION

Admiralty Inlet and Hood Canal are located in the northwest corner of Washington State. Admiralty Inlet extends from eastern Strait of Juan de Fuca to Foulweather Bluff, and Hood Canal separates the Olympic Peninsula from the Kitsap Peninsula. Local economies are based primarily on natural resource use and tourism.

This plan is divided into two regions, Admiralty Inlet and Hood Canal. Admiralty Inlet is comprised of the area north of the Hood Canal Bridge to Port Townsend. It is also a biologically rich area with several types of fisheries resources, clams and marine birds. Dall porpoise and harbor seals also frequent the area. Salmon pass through the Inlet enroute to Hood Canal and Puget Sound in early fall.¹

Hood Canal is bounded by Hood Canal Bridge to the north and continues southward to Belfair. The canal supports significant populations of groundfish, clams, shrimp, Dungeness Crab, as well as several other fish resources. It is also a major marine habitat for river otters and species of marine birds.

Refer to Chapter 6 for detailed resource information.

2.1. Physical Features

The shorelines of Hood Canal are generally characterized by sand and cobble beaches, sand and gravel beaches, tidal flats, and marshes. Admiralty Inlet, not as sheltered as Hood Canal, also has many sand and cobble beaches, and sand and gravel beaches.

Hood Canal and Admiralty Inlet includes the following shoreline habitats:²

- Sheltered rocky shores
- Pocket beaches
- Wave cut platforms
- Sand and cobble beaches
- Sand and gravel beaches
- Exposed tidal flats
- Sheltered tidal flats
- Marshes

Traffic in Admiralty Inlet is primarily commercial and ferry vessels using the traffic separation zone from the Strait of Juan de Fuca to Puget Sound. Naval bases are located at Bangor and Indian Island. Hood Canal has many state parks along its shores and small rivers leading to the Canal.

2.2. Hydrology

Admiralty Inlet and Hood Canal are generally a two-layer system. There is a net southerly flow from surface to bottom along the west side of Whidbey Island to the head of Admiralty Inlet. Net surface currents generally flow seaward and exit through Admiralty Inlet.

Hood Canal surface water is less saline than Admiralty Inlet due to runoff from rivers, however, there is vertical mixing in both areas. Surface water, with freshwater input from land, has net seaward movement, while deeper waters flow landward. Because of mixing, some of the seaward-flowing surface water is entrained with the landward net flow, and it returns toward land. Therefore, instead of flowing

¹ Evans-Hamilton, Inc. and D.R. Systems, Inc, Puget Sound Environmental Atlas, vol. 1 (1987).

² National Oceanic and Atmospheric Administration, Environmental Sensitivity Index, Central & Southern Puget Sound (Seattle: 1984).

towards sea, pollutants could remain in both Hood Canal and Admiralty Inlet, and may even flow in toward Puget Sound.³

2.3. Currents and Tides

The mean tidal range (MHW-MLW) for Admiralty Inlet is 5.2 to 6.0 feet, and the diurnal tidal (MHHW-MLLW) range is 8.4 to 9.4 feet. Hood Canal mean tidal ranges are slightly greater, 6.4 to 8.04 feet, and diurnal tidal range is 9.9 to 12.11 feet.⁴

The currents between Point Wilson and Bush Point are strong, between 1.6 and 3.4 knots on the flood and 2.6 and 3.5 knots on the ebb. The currents begin to weaken at Foulweather Bluff where the average flood is 0.7 knots and the average ebb is 0.9 knots. The currents gradually weaken further into Hood Canal, becoming weak and variable south of Dabob Bay. The currents increase in strength at the Great Bend off Sisters Point.⁵

Tides and currents may vary with seasonal runoff and lunar cycles in localized areas. Spill responders should consult tide and current tables for their particular location.

2.4. Winds

The winds in this area are a direct result of diverse topography including the Cascade and Olympic Mountains. The westerly winds from the Pacific appear to flow to the north and south around the Olympics, causing what is commonly known as the “Puget Sound Convergence” on the eastern side.

From October through March, winds are generally southeast to southwest at 0 to 9 mph in Admiralty Inlet. At 10 to 20 mph, Hood Canal has a history of stronger winds during the winter. During spring and summer, the winds are usually from the northwest at 0 to 9 mph.⁶

2.5. Climate

The area has a maritime climate with cool summers and mild winters. Annual precipitation is between 18 and 50 inches. Fog is also very common throughout the entire Hood Canal and Admiralty Inlet area during autumn and winter months.

³ Evans Hamilton, Inc. and D.R. Systems, Inc, Puget Sound Environmental Atlas, vol. 1. (1987) 122..

⁴ National Oceanic and Atmospheric Administration, Tide Tables West Coast of North and South America (1994).

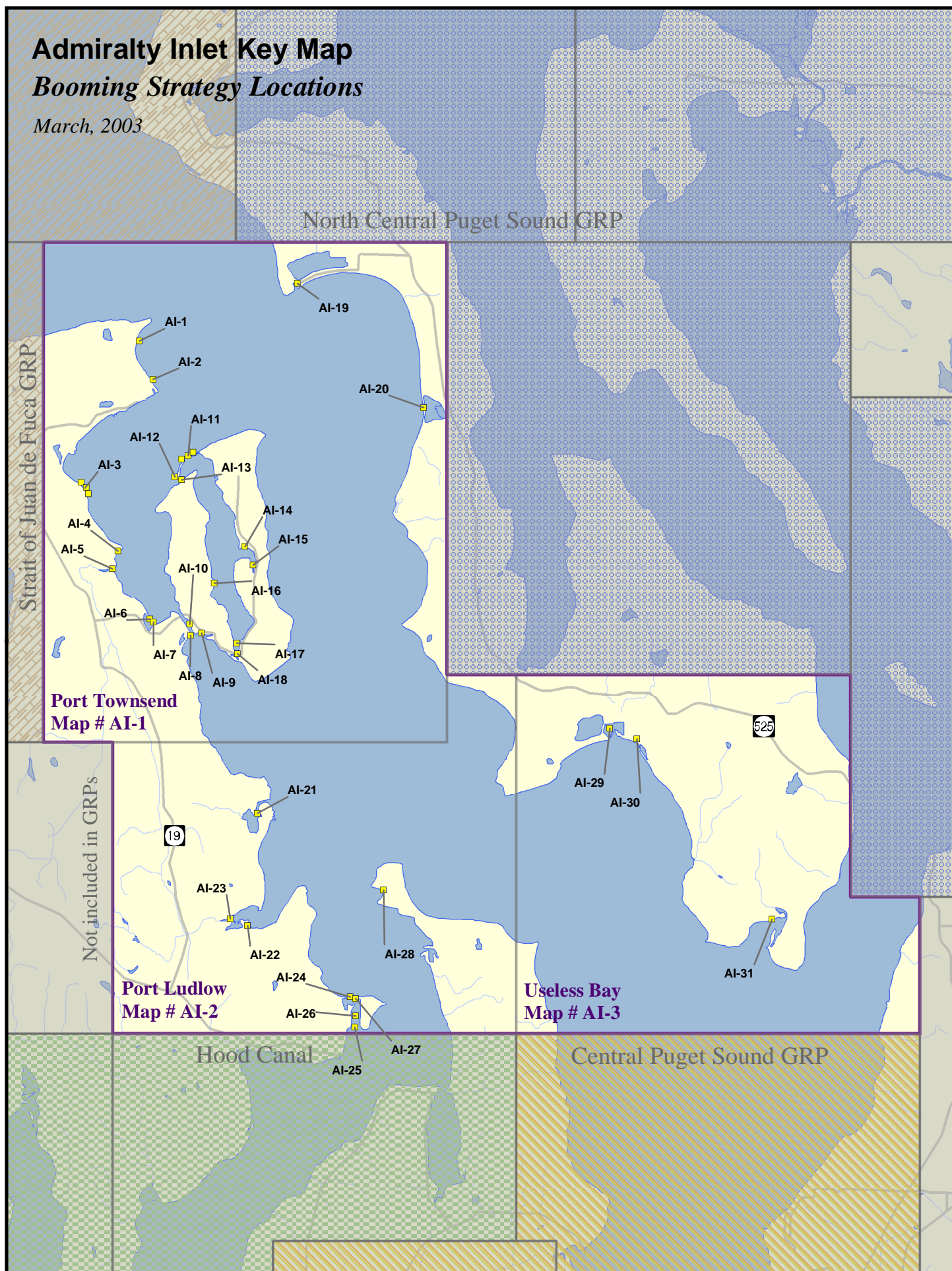
⁵ National Oceanic and Atmospheric Administration, Tidal Current Tables Pacific Coast of North and South America (1994).

⁶ State of Washington Department of Natural Resources, Washington Marine Atlas, South Inland Waters, vol. 2 (1972).

Admiralty Inlet Key Map

Booming Strategy Locations

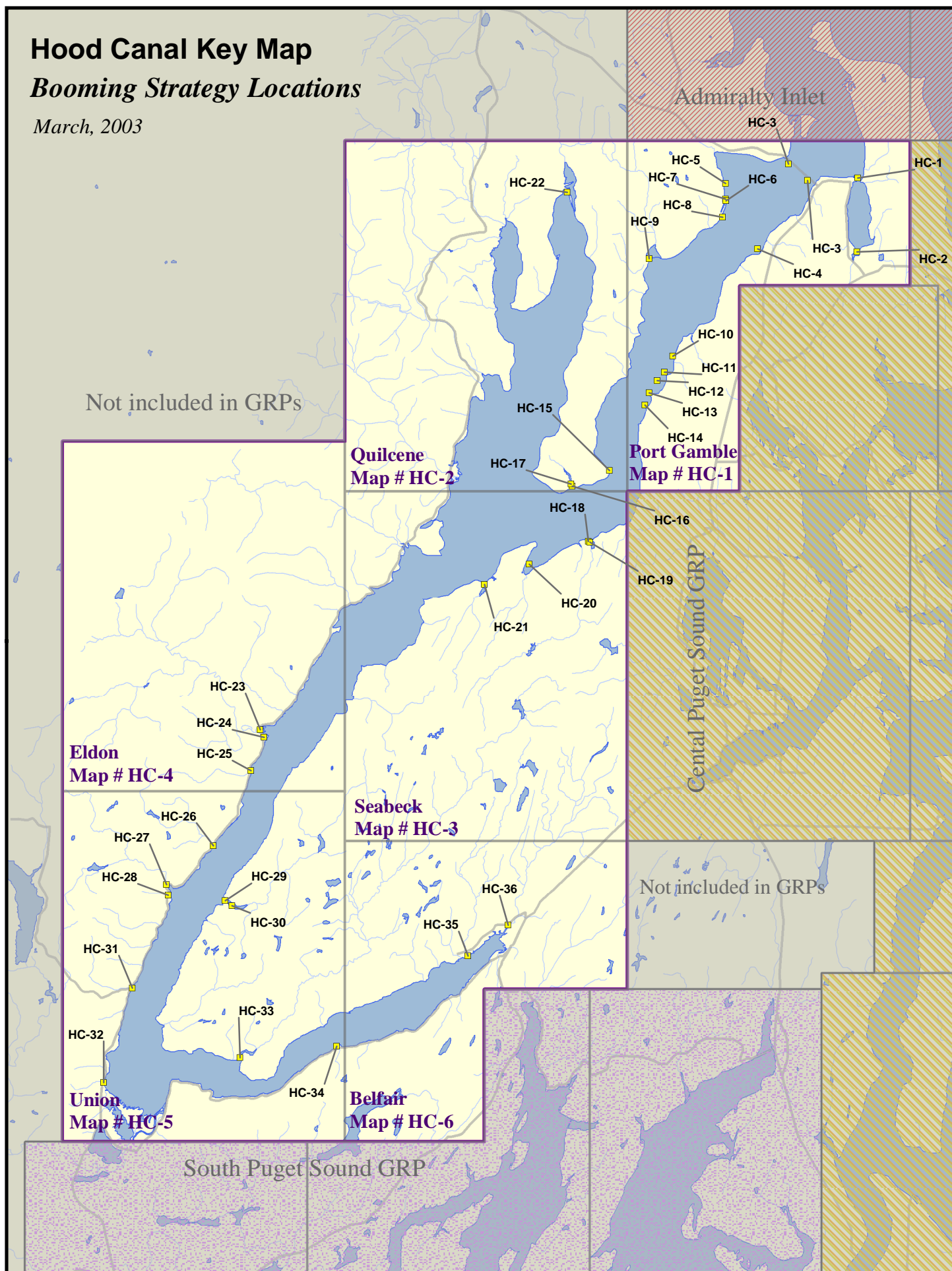
March, 2003



Hood Canal Key Map

Booming Strategy Locations

March, 2003



APPENDICES

Appendix A: Summary of Protection Techniques

Protection Techniques	Description	Primary Logistical Requirements	Limitations
ONSHORE			
Beach Berms	A berm is constructed along the top of the mid-inter tidal zone from sediments excavated along the downgradient side. The berm should be covered with plastic or geo-textile sheeting to minimize wave erosion.	<ul style="list-style-type: none"> • Bulldozer/Motor grader -1 • Personnel - equipment operator & 1 worker • Misc. - plastic or geotextile sheeting 	<ul style="list-style-type: none"> • High wave energy • Large tidal range • Strong along shore currents
Geotextiles	A roll of geotextile, plastic sheeting, or other impermeable material is spread along the bottom of the supra-tidal zone & fastened to the underlying logs or stakes placed in the ground.	<ul style="list-style-type: none"> • Geotextile - 3 m wide rolls • Personnel - 5 • Misc. - stakes or tie-down cord 	<ul style="list-style-type: none"> • Low sloped shoreline • High spring tides • Large storms
Sorbent Barriers	A barrier is constructed by installing two parallel lines of stakes across a channel, fastening wire mesh to the stakes & filling the space between with loose sorbents.	Per 30 meters of barrier <ul style="list-style-type: none"> • Wire mesh - 70 m x 2 m • Stakes - 20 • Sorbents - 30 m² • Personnel - 2 • Misc. - fasteners, support lines, additional stakes, etc. 	<ul style="list-style-type: none"> • Waves > 25 cm • Currents > 0.5 m/s • Tidal range > 2 m
Inlet Dams	A dam is constructed across the channel using local soil or beach sediments to exclude oil from entering channel.	<ul style="list-style-type: none"> • Loader - 1 • Personnel - equipment operator & 1 worker or several workers w/shovels 	<ul style="list-style-type: none"> • Waves > 25 cm • Tidal range exceeding dam height • Freshwater outflow

NEARSHORE			
Containment Booming	Boom is deployed in a "U" shape in front of the oncoming slick. The ends of the booms are anchored by work boats or drogues. The oil is contained within the "U" & prevented from reaching the shore.	For 150 meters Slick: <ul style="list-style-type: none"> • Boom - 280 m • Boats - 2 • Personnel - boat crews & 4 boom tenders • Misc. - tow lines, drogues, connectors, etc. 	<ul style="list-style-type: none"> • High winds • Swells > 2 m • Breaking waves > 50 cm • Currents > 1.0 m/s
Exclusion Booming	Boom is deployed across or around sensitive areas & anchored in place. Approaching oil is deflected or contained by boom.	Per 300 meters of Boom <ul style="list-style-type: none"> • Boats - 1 • Personnel - boat crew & 3 boom tenders • Misc.- 6 anchors, anchor line, buoys, etc. 	<ul style="list-style-type: none"> • Currents > 0.5 m/s • Breaking waves > 50 cm • Water depth > 20 m
Deflection Booming	Boom is deployed from the shoreline away from the approaching slick & anchored or held in place with a work boat. Oil is deflected away from shoreline.	Single Boom, 0.75 m/s knot current <ul style="list-style-type: none"> • Boom - 60 m • Boats - 1 • Personnel - boat crew + 3 • Misc. - 3 anchors, line, buoys, recovery unit 	<ul style="list-style-type: none"> • Currents > 1.0 m/s • Breaking waves > 50 cm
Diversion Booming	Boom is deployed from the shoreline at an angle towards the approaching slick & anchored or held in place with a work boat. Oil is diverted towards the shoreline for recovery.	Single Boom, 0.75 m/s knot current <ul style="list-style-type: none"> • Boom - 60 m • boats - 1 • Personnel - boat crew + 3 • Misc. - 3 anchors, line, buoys, recovery unit 	<ul style="list-style-type: none"> • Currents > 1.0 m/s • Breaking waves > 50 cm
Skimming	Self-propelled skimmers work back & forth along the leading edge of a windrow to recover the oil. Booms may be deployed from the front of a skimmer in a "V" configuration to increase sweep width. Portable skimmers are placed within containment booms in the area of heaviest oil concentration.	Self-propelled (None) Towed <ul style="list-style-type: none"> • Boom - 200 m • Boats - 2 • Personnel - boat crews & 4 boom tenders • Misc. - tow lines, bridles, connectors, etc. Portable <ul style="list-style-type: none"> • Hoses - 30 m discharge • Oil storage - 2000 liters 	<ul style="list-style-type: none"> • High winds • Swells > 2 m • Breaking waves > 50 cm • Currents > 1.0 m/s

Appendix B: Original Geographic Response Plan Contributors**Local Representatives**

Bob Minty, Jefferson County DEM
Ed Bruette, Kitsap County DEM

Industry and Response Contractors

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Bert Holmes, Puget Sound Pilots
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Bob Rome, Pacific Link Environmental
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Mike Rice, PTPC
Tommy Cook, Clean Sound
Alan Rayner, Clean Sound
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Washington State Parks

Gus Gustafson
Mike Ramsey

Tribal Representatives

Steve Moddemyer, Port Gamble S'klallam
Ted George, S'Klallam Tribe

Other

Barbara Blowers, Puget Sound Solutions

Appendix C: Geographic Response Plan Comments/Corrections/Suggestions

If you have any questions regarding this document or find any errors, please notify one of the following agencies:
or use tear out sheet (page C-3)

- Washington Department of Ecology, SPPR program, Natural Resources Unit
- USCG Marine Safety Office Puget Sound, Planning Department
- USCG Marine Safety Office Portland
- Oregon Department of Environmental Quality
- Idaho Emergency Response Commission
- Environmental Protection Agency Region 10

Phone Numbers:

Washington DOE	(360) 407-6972
USCG MSO Puget Sound	(206) 217-6213
USCG MSO Portland	(503) 240-9307
Oregon DEQ	(503) 229-5774
Idaho ERC	(208) 334-3263
EPA	(206) 553-6901

Bulletin Board System (BBS):

USCG MSO Puget Sound	(206) 217-6216
USCG MSO Portland	(503) 240-9308

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USCG MSO Puget Sound	jlehto@pacnorwest.uscg.mil
USCG MSO Portland	mwilcox@pacnorwest.uscg.mil
USEPA	sheldrake.beth@epamail.epa.gov

Address:

Commanding Officer United States Coast Guard MSO Puget Sound Planning Department 1519 Alaskan Way South Seattle, WA 98134-1192	Washington Department Of Ecology SPPR Program Natural Resources Unit P.O. Box 47600 Olympia, WA 98504-7600	Office Of The Governor Idaho Emergency Response Commission 1109 Main Statehouse Boise, ID 83720-7000
Commanding Officer United States Coast Guard Planning Department MSO Portland 6767 North Basin Ave Portland, OR 97217-3992	Oregon Department of Environmental Quality Water Quality Division 811 SW Sixth Avenue Portland, OR 97204	Environmental Protection Agency Emergency Response Branch 1200 Sixth Avenue Seattle, WA 98101

Geographic Response Plan**Comments/Corrections/Suggestions****Directions:**

Fill in your name, address, agency, and phone number. Fill in the blanks regarding the location of information in the plan being commented on. Make comments in the space provided. Add extra sheets as necessary. Submit to: Dale Davis

Department of Ecology
Spills Program
300 Desmond Drive
P.O. Box 47600
Olympia, WA 98504-7600
dald461@ecy.wa.gov

Name: _____	Title: _____	Agency: _____
Address: _____		
City: _____	State/Province: _____	Zip/Postal Code: _____
Phone: (____) _____	E-Mail: _____	

GRP: _____	Page Number: _____
Location on page (chapter, section, paragraph) (e.g. 2.1, paragraph 3): _____	

Comments: _____

Northwest Area Committee
c/o Washington Department of
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Natural Resources Unit - GRP
Corrections
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